

COUNTRY Germany (Russian Zone)
SUBJECT Drifter ROS 103 at Neukuhren
(Pinnorchi)

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1. In November 1951, the Rostock-registered drifter ROS 103 was fishing off Pillau (Baltiisk). To hospitalize a sick crew member, the ROS 103 planned to enter Pillau harbor and steered for this port at 3 a.m. When the drifter was about 14 to 15 nautical miles off the coast, all coast lights were suddenly extinguished. * The drifter was forced to stop by a Soviet destroyer which approached at high speed from the direction of Pillau and, with guns trained, circled her at a distance of about 1,000 meters. When three small Russian guard vessels arrived after daybreak from the direction of Pillau, the destroyer turned away in a northerly direction.
2. The destroyer was about 100 meters long and had a straight stem, a raised forecastle and two funnels with slanting tops. In front of the bridge was a gun of about 150 mm caliber. Behind the bridge was a mast with a signal yard and a searchlight platform. One set of triple torpedo tubes was between the two funnels and another one was between the after funnel and the cabin structure. The torpedo firing positions were roofed with a glass hood and another 150 mm gun was on the quarter-deck. A gun of about 150 mm was on the cabin structure. On the forward edge of the cabin structure were two twin AA machine guns of about 20 mm caliber. The destroyer was painted gray and had a Cyrillic letter with a two-digit number on her sides.
3. The guard vessels were the size of the former German aircraft rescue vessels. They had one 50 to 40-mm gun on the forecastle and one on the quarter-deck. The bridge was an open type bridge and had a heavy machine gun on each wing. Behind the bridge was a mast, about 3 meters high, with a pot-shaped object, apparently made of plastic, at its head. The guard vessels had no names or designations.
4. When a detail of Soviet soldiers commanded by an officer had boarded the drifter, and sentries were posted on the bridge and companion ways, the whole crew of the ROS 103 was ordered

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to go below, and each crew member was taken individually on deck to be interrogated. Each member had to give his life story and information on relatives living and working in Western Germany. Only after 36 hours could the sick man be embarked on one of the guard vessels which proceeded to Pillau; the drifter was not allowed to enter Pillau harbor.

5. Escorted by the two other guard vessels, the ROS 103 had to proceed to Neukuhren (Pionerskiy) (54°50'N/20°14'E) and tie up there. Bruester Ort light was extinguished during this night passage. On the jetty of Neukuhren was a wooden observation tower, about 10 meters high, with a searchlight and a machine gun manned by a sentry. About 20 fishing cutters and one drifter were in the harbor in Neukuhren. About 8 to 10 low wooden structures were on the shore. A stone building, about 50 meters long, was built near the harbor basin by laborers under guard. The crew of drifter ROS 103 noted a large number of sailors of the Soviet Navy in the harbor area but saw no Soviet warships.
6. After a period of three days, during which her crew was frequently interrogated, the ROS 103 was allowed to leave port under escort of the guard vessels which, after reaching the 12-mile zone, turned in the direction of Pillau. The drifter continued her fishing operations near Libau (Lopaya). There, a Soviet single-engine biplane circled over her at intervals of five hours, each time approaching from the direction of Libau. It disappeared, flying parallel with the coast, which could not be seen from aboard the drifter. **

25X1A * [] Comment. The blackout of coastal lights apparently is routine whenever suspicious vessels are approaching.

25X1A ** [] Comment. The ROS 103 is named Friedrich Engels, has the signal letters DMSC, and is registered in Rostock. The ROS 103 is one of the drifters [] which are fishing for the fishery combine in Rostock-Marienehe, Soviet Zone of Germany. These drifters are employed chiefly in the Bay of Danzig, off Libau (Lopaya) in the Gotland Deep, the North Sea and the Arctic. They are usually at sea for between 3 or 4 weeks. In January 1952 they were organized into brigades of four vessels. The brigade leader is the senior captain of the group. He has a political officer aboard his vessel, who trains the crews of the individual vessels during the voyage.

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